

Exhibit

EXCLUSIVE CPC
1988 SPEC CHARTS

SNOWMOBILE BUSINESS

3rd

ANNUAL SNOWMOBILE BUSINESS
NEW MODEL SPECIFICATIONS WALL CHART

ALL THE SPECIFICATIONS FOR 56 NEW 1988 SNOWMOBILES

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Introducing The Best Selection Of New Models Ever

YAMAHA

Still More Fresh Thinking

Many people in snowmobiling regard the basic elements of snowmobile design as set factors. The shape, the function and the overall engineering precepts are clear... accepted... fully-formed.

Not so at Yamaha. Since the breakthrough Phazer in 1984, Yamaha has blazed a trail of fresh thinking that has given the sport the popular lightweight Phazers, the new big-inch, high-performance Exciter, the radical Inviter and now, for 1988, a brand-new concept in trail fun called the SNOSCOOT along with Yamaha's first full-sized utility, dubbed the Viking.

The SNOSCOOT is unlike any other snowmobile you've ever seen. After the fleet of striking, new-look machines introduced by Yamaha since 1984, this claim might even sound a little repetitious. But the fact is, none of the radical ideas seen from Yamaha in recent seasons compare with this 80cc single-cylinder machine. It's a snow vehicle unlike any other in nearly every significant way.



Another totally new direction from Yamaha, this time an 80cc "scooter-style" snow vehicle called, appropriately, the SNOSCOOT.

While it's true the SNOSCOOT is ski steered and track-driven, that is the end of the unit's similarity to other snowmobiles. In fact, Yamaha doesn't even refer to this wild-looking, small machine as a snowmobile... it's a *snow vehicle*, that is, a design all to itself.

The engine and transmission package, adapted from one of Yamaha's street-going motorscooters, is mounted midship and the beltdrive transmission is internal. The power is delivered to a track on a skidframe that, instead of utilizing internal springing, is suspended from the steel tube chassis on a monoshock.

There is no "tunnel" as such. Instead, the track and skidframe unit are protected by a plastic guard. The seat is similar to those seen on ATVs and the handlebar/control/footrest layout is a cross between a motorscooter and an ATV. It's a new small size and low price, available in red as a

pull start and black as an electric start version.

The other new Yamaha is found on the opposite end of the line-up for 1988. Called the Viking, it's a straight-up, leafspring ski, utility model with a 19.7 inch wide track and 49.2 inches of track contact running on a trailing arm skidframe with a flip-up feature to improve ride and traction.

Powered by a 535cc axial-fan twin-cylinder breathing through a single slide carburetor, the Viking transmits power to the snow through a YPZ type primary and a gearbox featuring high and low ranges plus reverse.

Introduced last season, the Exciter turned many heads with its smooth styling, handlebar fairing and amazing acceleration as it took off in the Yamaha line to become a quick sell-out.

Returning for 1988 in two versions, a rich black pull start and deep metallic key start Deluxe, the Exciter is expected to motor along on its 569cc liquid-cooled twin-cylinder engine to still greater heights of popularity. Yamaha's most powerful model returns with improved jetting and several other refinements aimed at making this high-performance sports snowmobile a Yamaha classic in a league with its namesake from the 1970's.

The 293cc, single-cylinder Inviter joined the line as a full-production model for 1987 and snowmobilers everywhere discovered a machine that delivers a smooth, mellow ride that is "laid-back" in every way. Super-quiet and smooth as silk on the trail.